2013 information

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- Wide range of costs for residents
- Varying ways of enforcing

 Missouri law may be different than other states (depends on state)

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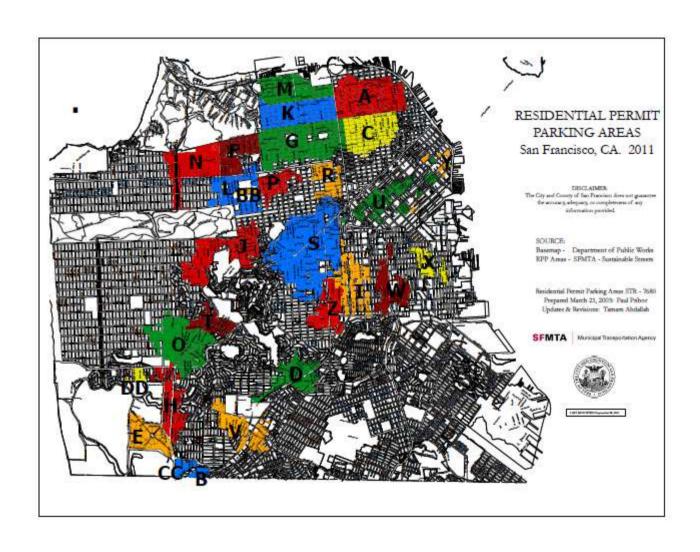
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- Enforcement is pretty heavy (tickets and towing)

Common on-street challenges

- Social events / visitors
- Garage sales
- Delivery / cleaning / repair service
- Businesses / daycares
- Schools
- Churches

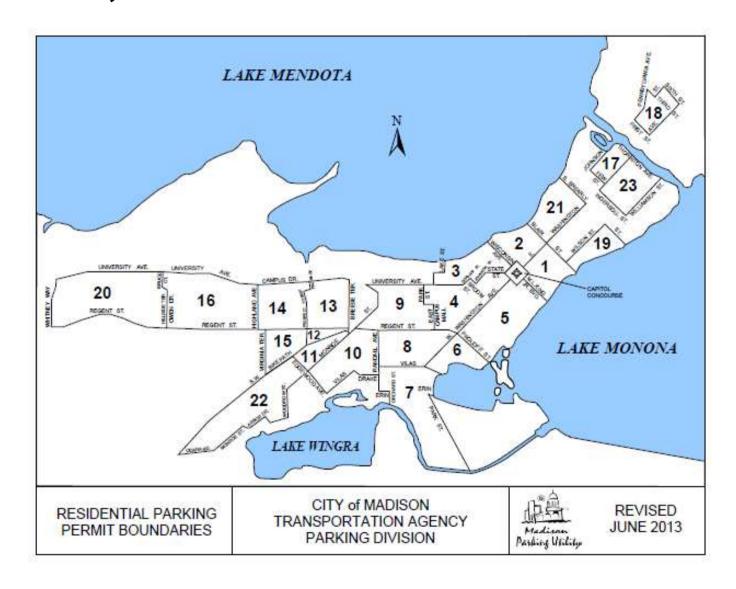
San Francisco



San Francisco

- Cost = \$ 109 per year
- Restrictions on who can purchase/how many
- Visitor passes cost (\$16 to \$93)

Madison, Wisconsin

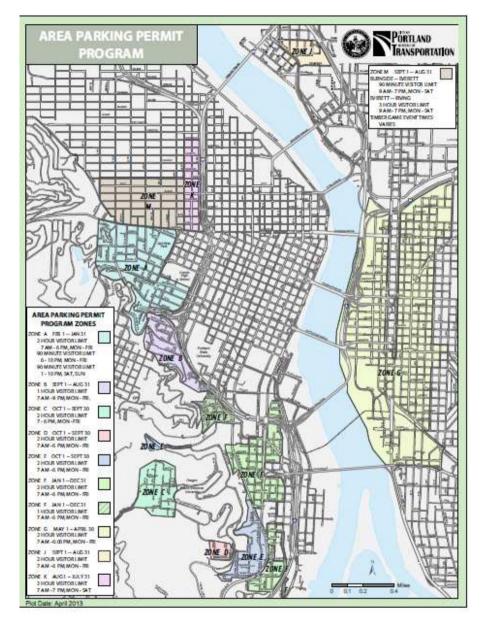


https://www.cityofmadison.com/parkingutility/permits/residential.cfm

Madison, Wisconsin

- Cost = \$ 21 per year
- Restrictions on who can purchase / how many
- No visitor passes
- Some enforcement by outside contracts
- Partial exclusion of commuter parking allows for some

Portland, Oregon



http://www.portlandoregon.gov/transportation/39277

Portland, Oregon

- Cost = location dependent, but generally \$ 60 / year
- Restrictions on who can purchase / how many
- Guest passes can be purchased (\$10 for 10 permits)

Springfield, MO

- 7 areas
- Cost = free to residents
- Restrictions on who can obtain permits (residents)
- 1 guest pass available per residence, additional passes can be obtained for events

Other locales

Chicago, IL – \$25 / year

Logan, UT – Free to residents

Kansas City, MO - \$10 / year

Sacramento, CA – Free to residents

Atlanta, GA - \$20 / year

- 1 area North Village RPPO
- Neighborhood chose to try a meter based approach for cost offsets vs. charge for permit
- Cost offsets look sustainable for the area for now
- Visitor passes being tried

Specifics for North Village

- 43 un-metered, RPPO spaces
 (75 permits issued)
- 48 metered spaces (plus 14 meters on adjacent street)
- 33 un-metered, non-RPPO spaces (likely to change in the future to either RPPO or metered)

Citations

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- Meters have been integral to establishing an <u>expectation of</u> <u>enforcement</u> and for cost offset